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standards and adopt the Spartan method of relieving our community of the unfit, a change not likely to come in the near future.

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A Tariff History of the Mississippi River System. By FRANK HAIGH DIXON. (Washington: Supt. of Docs., 1910. Pp. 70.)

The above work furnishes an account of the transportation changes on the Mississippi River and its tributaries. It is based largely upon statistical data, secured principally from the records of organized commercial bodies of St. Louis, New Orleans, and other river cities. The work is in two parts. Part I is devoted to conditions before 1860, and treats particularly (1) the situation before the time of steam, (2) the steamboat and its competitors, (3) Ohio River commerce, (4) Upper Mississippi commerce, (5) Missouri River commerce, (6) St. Louis, (7) canal-lake competition, (8) rates and fares, (9) speed and accidents, (10) the beginning of railway competition. Part II considers the decline in Mississippi commerce since 1860, and takes up (1) the Civil War and the railroads, (2) Ohio River commerce, (3) Upper Mississippi commerce, (4) St. Louis, (5) Missouri River commerce, (6) Lower Mississippi commerce, (7) summary.

The crafts used for transportation upon the Mississippi system have changed much with time and circumstances. Before 1800 almost any device was employed upon which goods could be floated down stream. After 1800 the flat boat came into general use; it was cheap, carried large loads and could be sold for lumber at its destination. About 1810 the steam boat was introduced; at first this met with slight success, but after 1820 came into active competition with the flat boat, and soon carried the bulk of the traffic. Since 1860 the tow boat, leading a fleet of barges, has become the characteristic mode of conveyance; there are usually 25 barges in a fleet, carrying altogether 25,000 tons of traffic.

The growth and importance of the traffic before 1860 appear from the following figures, showing for the year designated the

value of the goods received at New Orleans by way of the Mississippi River: 1820, \$12,600,000; 1830, \$22,000,000; 1840, \$49,700,000; 1850, \$96,800,000; 1860, \$185,200,000. This traffic was of a three-fold nature. (1) Immigrants and immigrant goods. Settlers going West were able to reach their destination only by the way of the Ohio River and its tributaries. (2) Exports from the West consisting of corn, wheat, and other farm products. These formed the bulk of the traffic; they were sent down stream and were used on the southern plantations or were reshipped from New Orleans to the eastern coast cities or to Europe. From the river basins practically no shipments were made directly east by way of the Great Lakes and the Erie Canal. (3) Imports, consisting chiefly of manufactured goods from eastern cities, carried by sea to New Orleans, and then distributed through the West. This portion of the traffic was relatively unimportant, partly because it contained much value in small bulk and partly because shipments westward tended to take the direct course, either by way of rail and the Ohio River or the Erie Canal and the Great Lakes.

The transportation service upon the Mississippi before 1860 was slow and uncertain, but, compared with other modes of transportation, cheap—which was of prime importance. Losses through fire, collisions and other accidents were frequent. Rates were irregular; they fluctuated from season to season, even from cargo to cargo, representing in every case the best bargain that could be secured under given conditions.

After 1860, because of the Civil War, the Mississippi River traffic came suddenly to an end, and has since remained relatively unimportant. At the present time it consists principally of goods which have both origin and destination on the river system. Whenever reloading is necessary, goods go by rail to their destination, even if the distance is very great. The most important part of the present traffic consists of bituminous coal from Western Pennsylvania—used by factories and plantations along the Mississippi River and by ships coaling at New Orleans. There is considerable traffic on the Upper Mississippi, consisting of sand, stone, and lumber; and on the Lower Mississippi of cotton, sent for reshipment at New Orleans.

The following figures, showing for specified years tons of freight shipped by river from St. Louis, give an idea of the decline in

the river traffic: 1871, 770,000; 1885, 534,000 tons; 1895, 303,000 tons; 1905, 80,000 tons. This decline has been due principally to three causes. (1) rail and lake competition, (2) natural obstructions to river navigation—ice, shifting channels, changing water levels, etc., (3) lack of administrative organization in the river transportation business. Railway costs have rapidly decreased while the river costs have not. Consequently western products, finding their natural markets in eastern coast cities, or in Europe, have been gradually turned from the round-about Mississippi route to the more direct rail, or lake and canal route.

So much for a general survey of Professor Dixon's monograph. As to an estimate of its importance, it presents clearly and concisely the salient facts of the history of transportation on the Mississippi River system, and it brings together valuable data which before had been scattered and unavailable to the student of transportation matters. The statistics presented, the author recognizes, are fragmentary and only suggestive of what actually took place. However, they are perhaps the best that could be secured, and they serve very well to indicate the general course of transportation changes upon the Mississippi. The monograph should have considerable influence on current discussions of internal waterway improvements.

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An Historical Review of Waterways and Canal Construction in New York State. By HENRY WAYLAND HILL, and

Canal Enlargement in New York State. Papers on the Barge Canal Campaign and Related Topics. Buffalo Historical Society Publications, vols. xii and xiii. (Buffalo, N. Y.: Buffalo Historical Society, 1908 and 1909. Pp. xiv, 549; xvii, 446.)

These two excellent pieces of book-making are clearly intended to educate public opinion to a more vigorous advocacy of waterway improvement in New York State. The first of them is written by one who has been prominently identified with the canal enlargement